Section 5: Mile 0.0 to Mile 5.4
New Haven Substation to the City of Vergennes

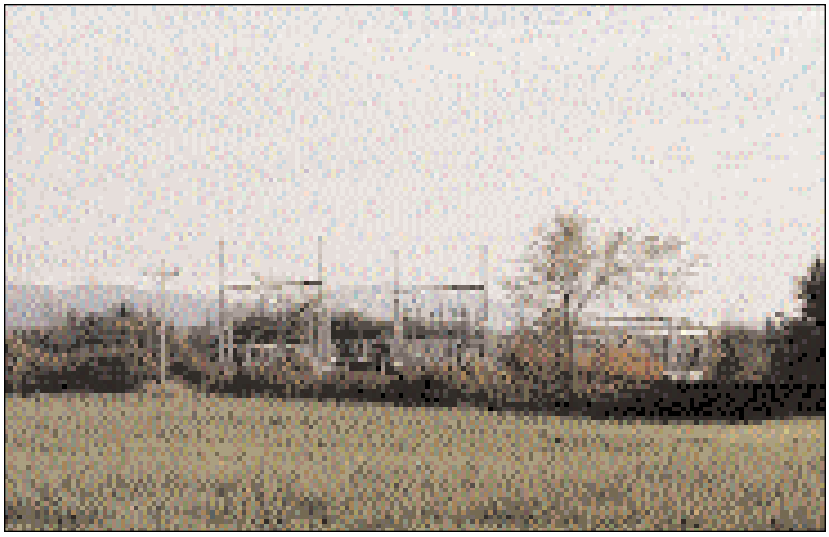
Section 6: Mile 5.4 to Mile 12.7
Through the City of Vergennes (& Substation) to Ferrisburgh Sub

Section 7: Mile 12.7 to Mile 16.9
Ferrisburgh Substation to Charlotte Substation

Section 8: Mile 16.9 to Mile 22.1
Charlotte Substation to Shelburne Substation

Section 9: Mile 22.1 to Mile 27.1
Shelburne Substation to Queen City Substation

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*



Mile 0.0

Close-up view of the New Haven Substation from Route 17. The upgrade is going to be large in scale and is a concern. We should continue the treeline mix and would not recommend a screening consisting solely of arborvitae. This would call attention to the substation and would be out of pattern.

Mile 0.0

A view of the New Haven Substation taken from Route 17. The paring of the two transmission lines side by side across an open field has a high visual impact. The transmission corridors approach and terminate at the New Haven Substation. The substation itself today is less visually intrusive due to its size, scale.

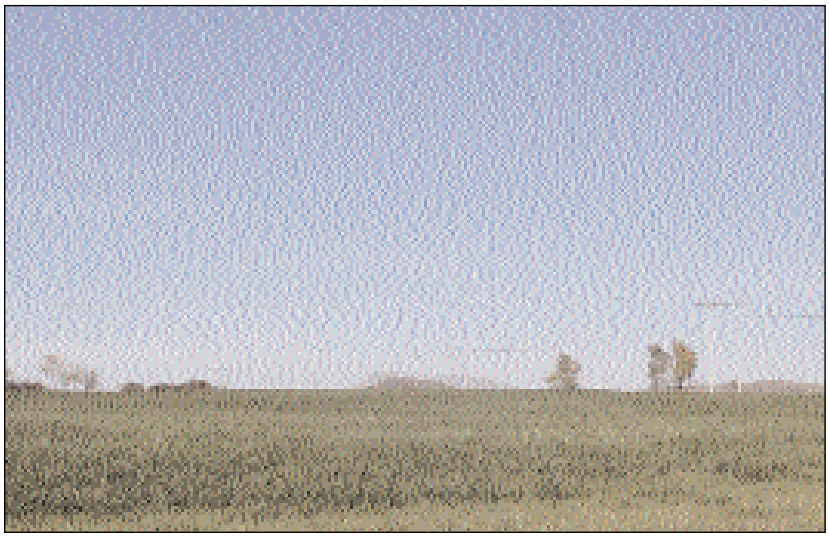
Mile 0.1

The substation will have over five times the footprint and its visual exposure to Route 17 will increase from approximately 200 feet to 600 feet. The acreage required increases from .9 acres to almost 6 acres. Additionally, the vertical dimension will be altered with the addition of a number of new trestle type elements over 80 tall where presently the existing structures are only as high as 25 feet. This is over triple the current height and will present a substantial and adverse visual impact.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*



Mile 0.1

A view of the existing VELCO 115kV transmission lines headed north towards Williston. This is just north of where the proposed and existing lines would convene within the same corridor leading from the New Haven substation.

Mile 0.1

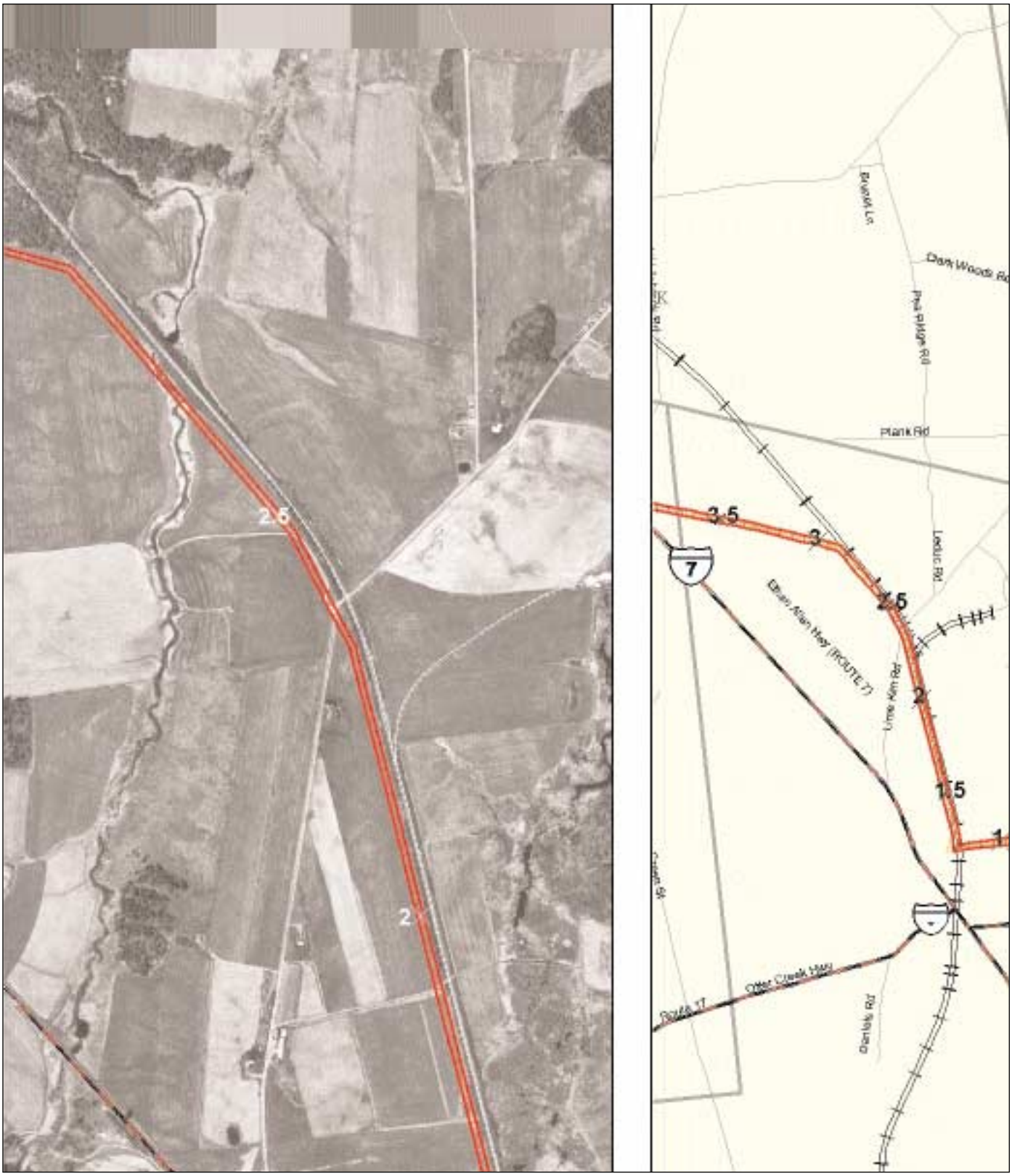
This is a well travelled, highly scenic corridor. The lines split at this point, with the 46kV line going to Vergennes and the existing 115kV line heading north to Williston. Both lines are visible in this photograph.

Mile 0.1

View of transmission lines (existing 115kV and 46kV) looking northwest, in advance of Route 17 road crossing to New Haven Substation. The proposed higher (35 feet increased to 61 feet) and larger single pole structure, in concert with existing 115kV, will have a substantial impact on the flat and open landscape as the line crosses VT Route 17. A scenic panorama emerges as the traveler heads west along this high point in New Haven. The open views are substantially undermined by the presence of transmission corridors and pole structures.

Aerial Photograph Map and Location Map

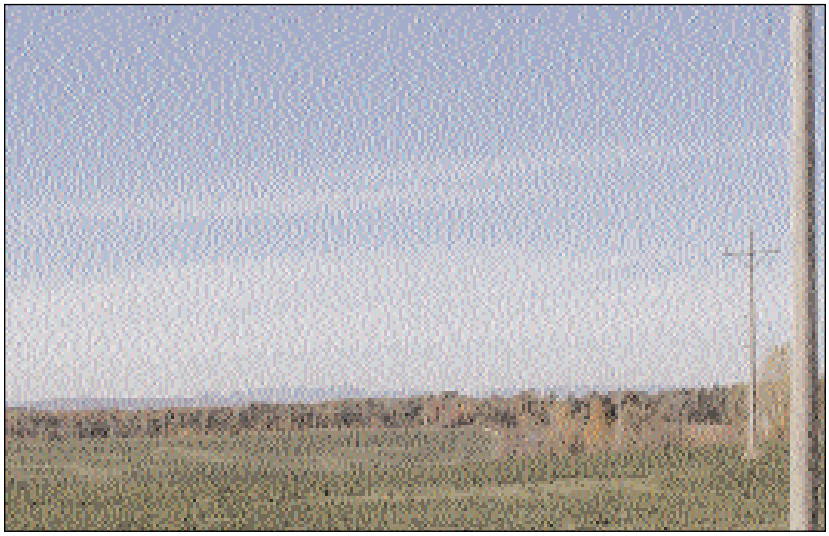
DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 2.5

The stretch of 46kV line between miles 0.4 to 2.5 travels through typical Champlain Valley landscape and land uses. The single pole, the vegetation pattern and backdrop, topography and distance from viewing point mitigate against severe visual impacts. **Pictured at left:** from Lime Kiln Road looking East the line is below the treelines and backdrops. Note that the higher poles will have more of a visual impact on the landscape.



Mile 2.5

A view to the northeast of the transmission lines at their intersection with Lime Kiln Road. Final Pole placement is critical at road crossing areas. Increased pole height will result in skylighting and thus will constitute an adverse impact, making the project visible where today the background absorbs the visual impact.

Mile 2.5

A view of the existing transmission lines crossing farmlands, before following the railroad tracks to Lime Kiln Road.

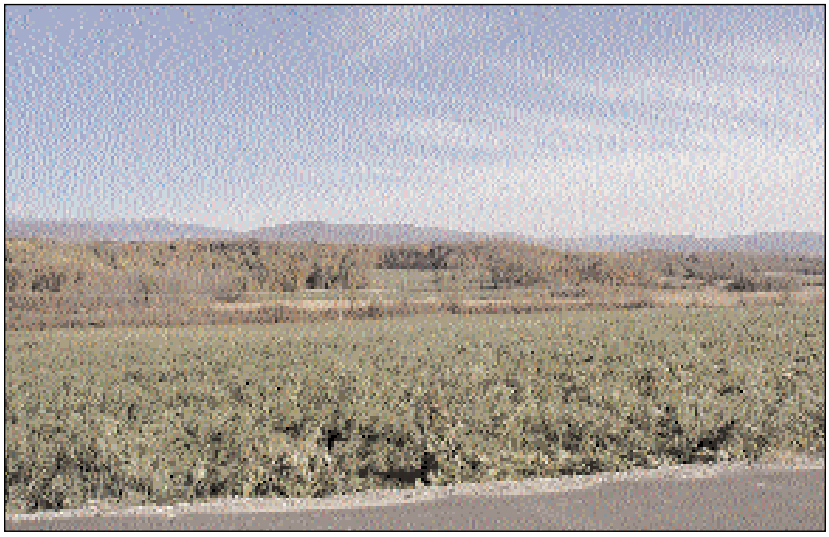
Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 2.5

A view to the southwest of the transmission lines, at their intersection with Lime Kiln Road.



Mile 3.0

A view across fields to the east from Route 7 south, as the transmission lines follow the railroad tracks south. Today the treeline accommodates the line. The higher proposed utility poles will have a greater impact on the existing treeline.

Mile 3.0

Another view across the fields to the east from Route 7 south as the transmission lines follow the railroad tracks into New Haven. Again, the treeline accommodates the line but if the line is higher it may exceed the treeline, and as discussed previously with Mile 2.5, result in an adverse impact.

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 4.0

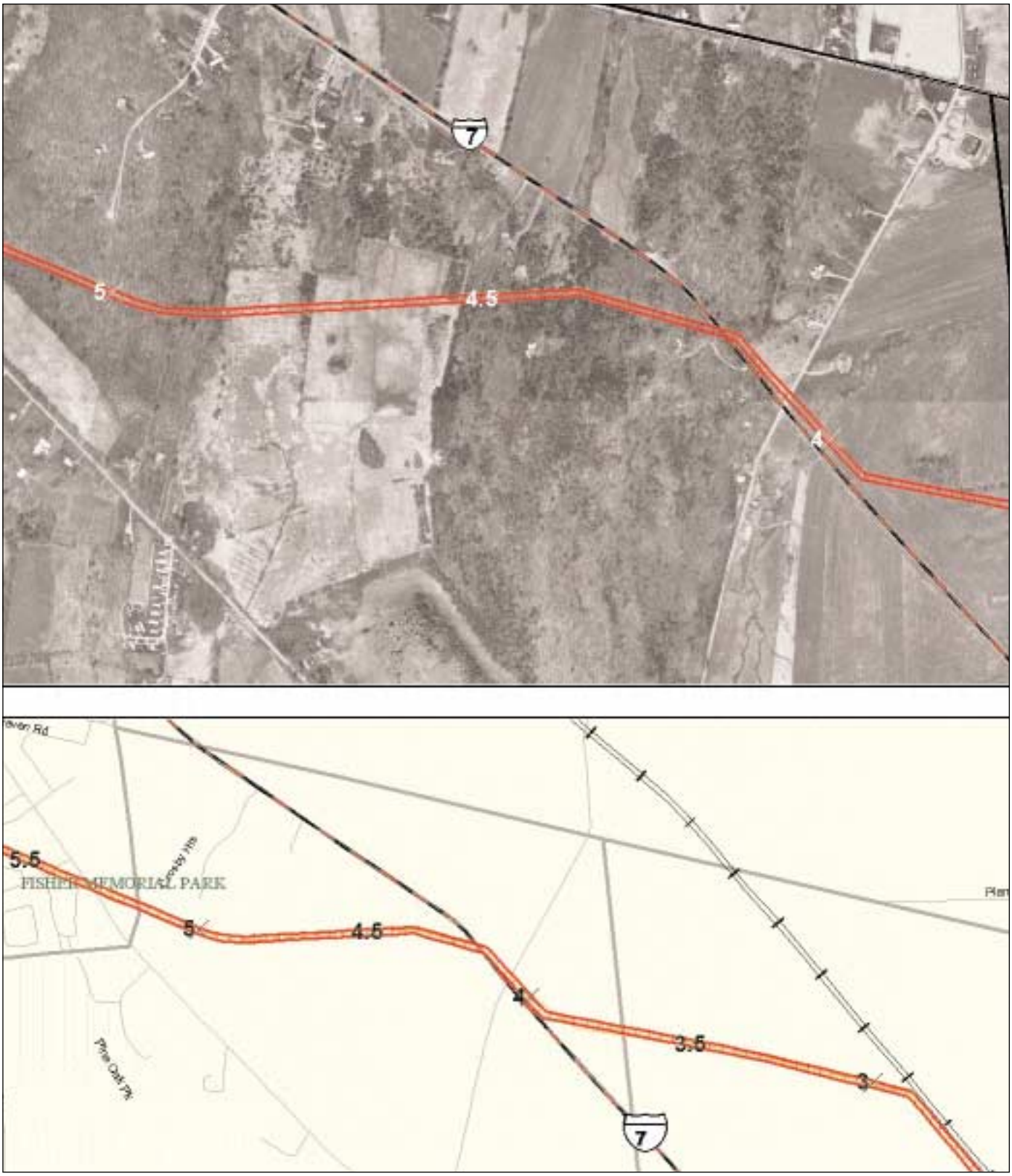
A view of both the distribution lines on the western side of Route 7 (right side in photo) and the proposed route of the 115kV transmission line upgrade on the eastern side (left in photo) of Route 7 from the intersection of Route 7 and Little Middle Brook Road, after the lines have crossed over to the eastern side of Route 7.

Mile 4.0

In the background the existing 46kV line is shown. The proposed 115kV line will take the place of this structure. Existing distribution lines are in the forefront of the photograph.

Mile 4.0

View looking east from the intersection of Route 7 and Little Middle Brook Road. Another view of the transmission line and pole in the background of the photograph. The line is following Route 7 south. The increased height of the poles will further undermine the visual quality here. The lack of harmony with the rolling landscape and long distance views results in adverse impact.



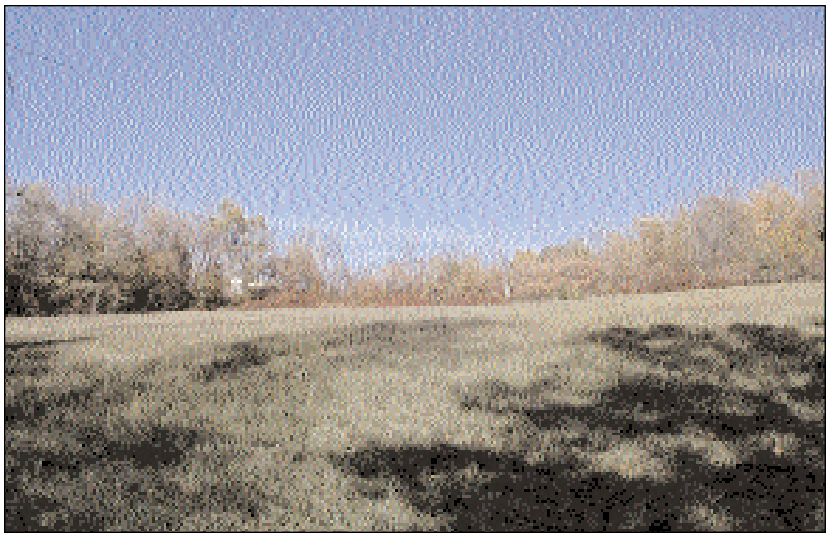
Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 4.1

A view looking south down Route 7 from the northern side of Little Middle Brook Road and Route 7 intersection where the lines cross over the highway.

Mile 4.1

A view of the transmission lines as they veer east away from Route 7. If the plug remains and the trees continue to grow, an adverse determination can be avoided.

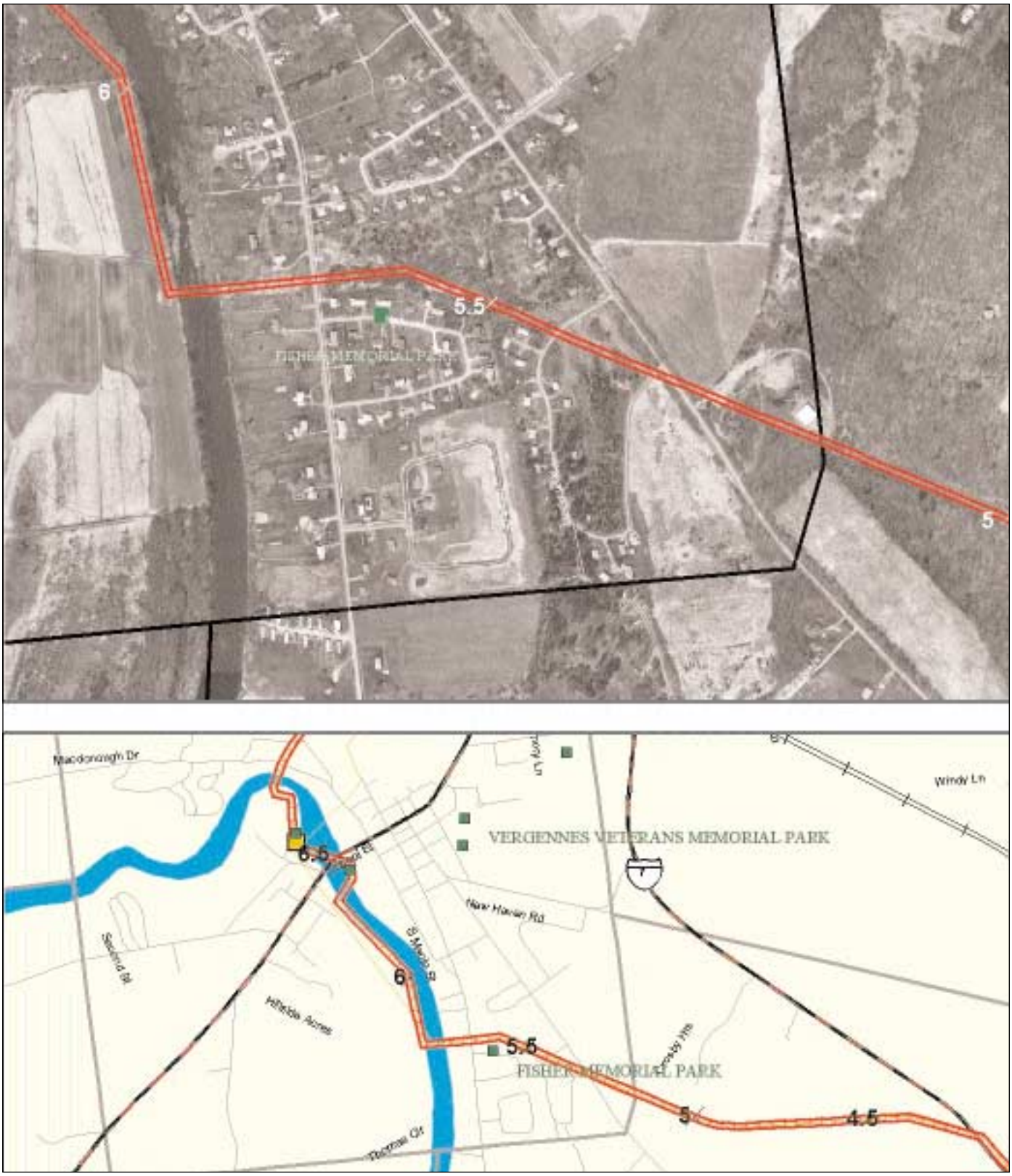


Mile 4.5 approx.

A view of the transmission lines as they run through buffered farmland, heading towards Route 7. The lines follow the vegetation in this less-populated area.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 5.3

The poles are relatively well hidden at this point. The proposed poles will be taller and will have a greater impact on the landscape.

Mile 5.3

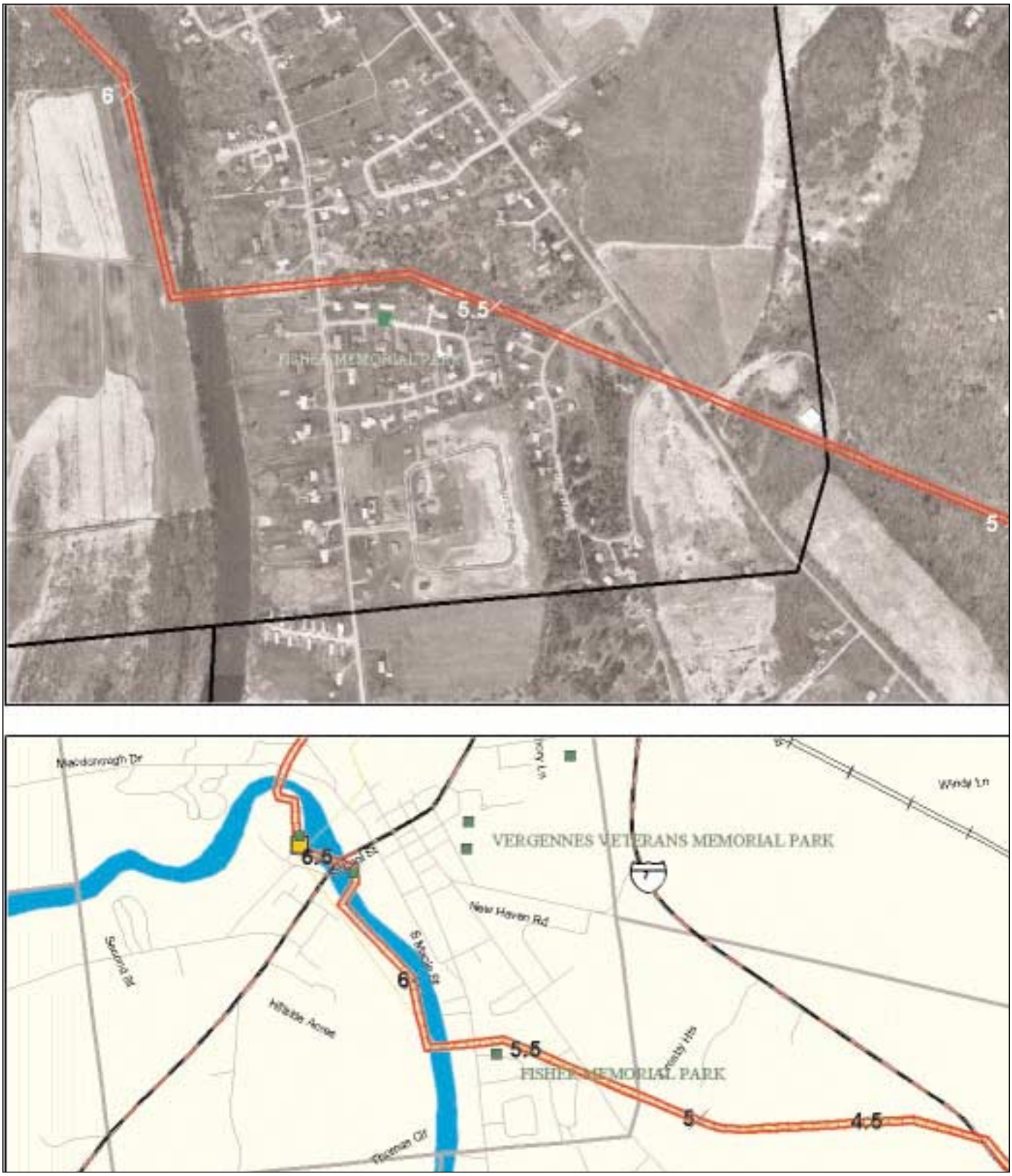
A view up the hillside as the transmission lines run up the hill. The reverse-mohawk is visible.

Mile 5.4

A broader view of the transmission lines crossing Green Street.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 5.4

At Booth Woods the pole right at the edge of the road is visually an intrusion although the existing vegetation does help to "accommodate" its presence. Photograph shows close placement of pole to road increases visual impact of the structure.

Mile 5.5

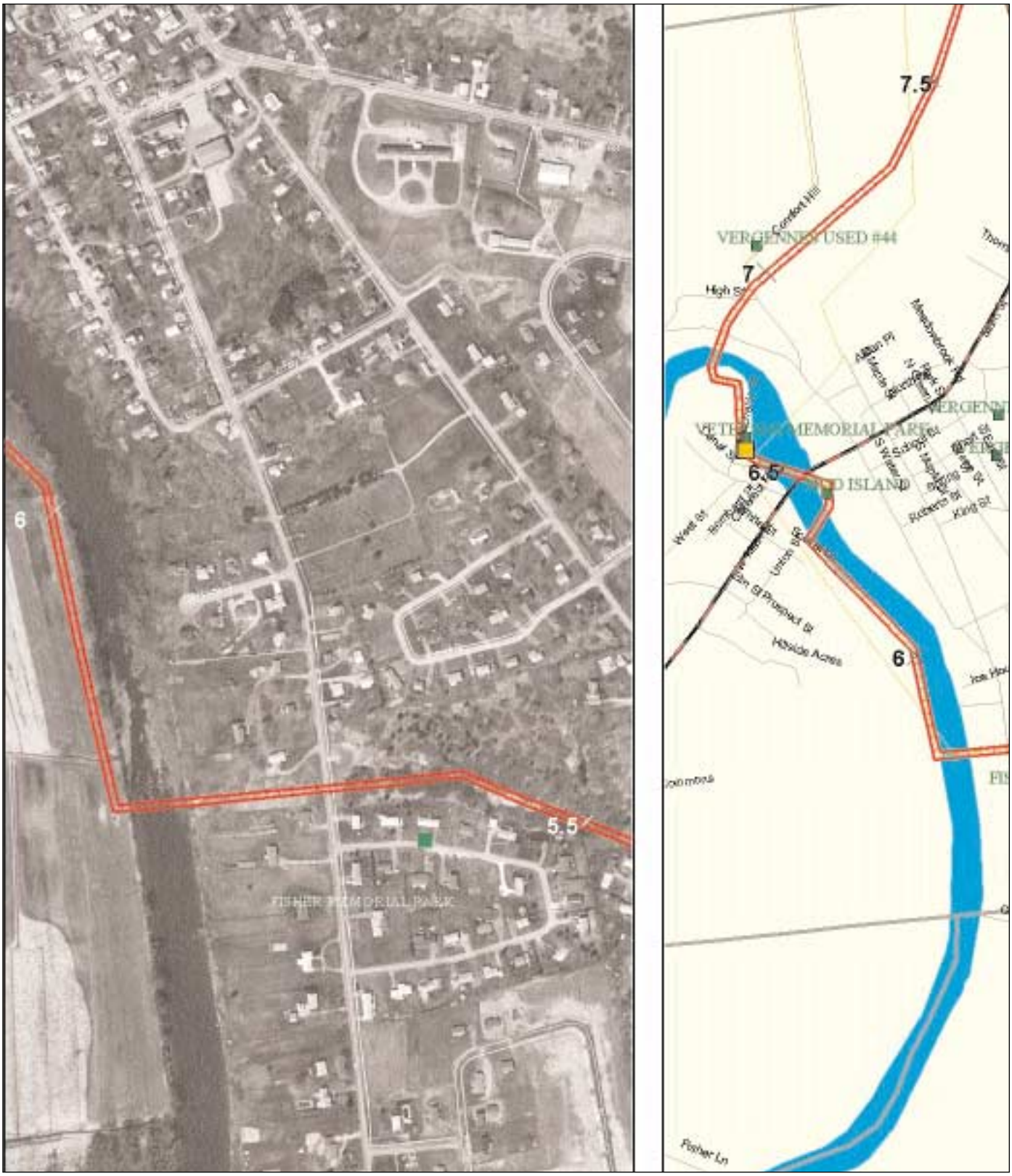
A clear view of the transmission lines as they run just beyond the backyards of homes along Maple Manor.

Mile 5.5

Lines cutting through the backyards of residences in Maple Manor. Note how visible and close to the houses the transmission lines run.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 5.6

A third view of the transmission lines as they run through wooded areas off of South Maple Street, before the lines cross over to the eastern side of Otter Creek, and cross South Maple Street. There is also some concern for the Willow trees along the line from the Otter Creek to South Maple. VELCO indicated these would be lost and this will result in an adverse impact.

Mile 5.7

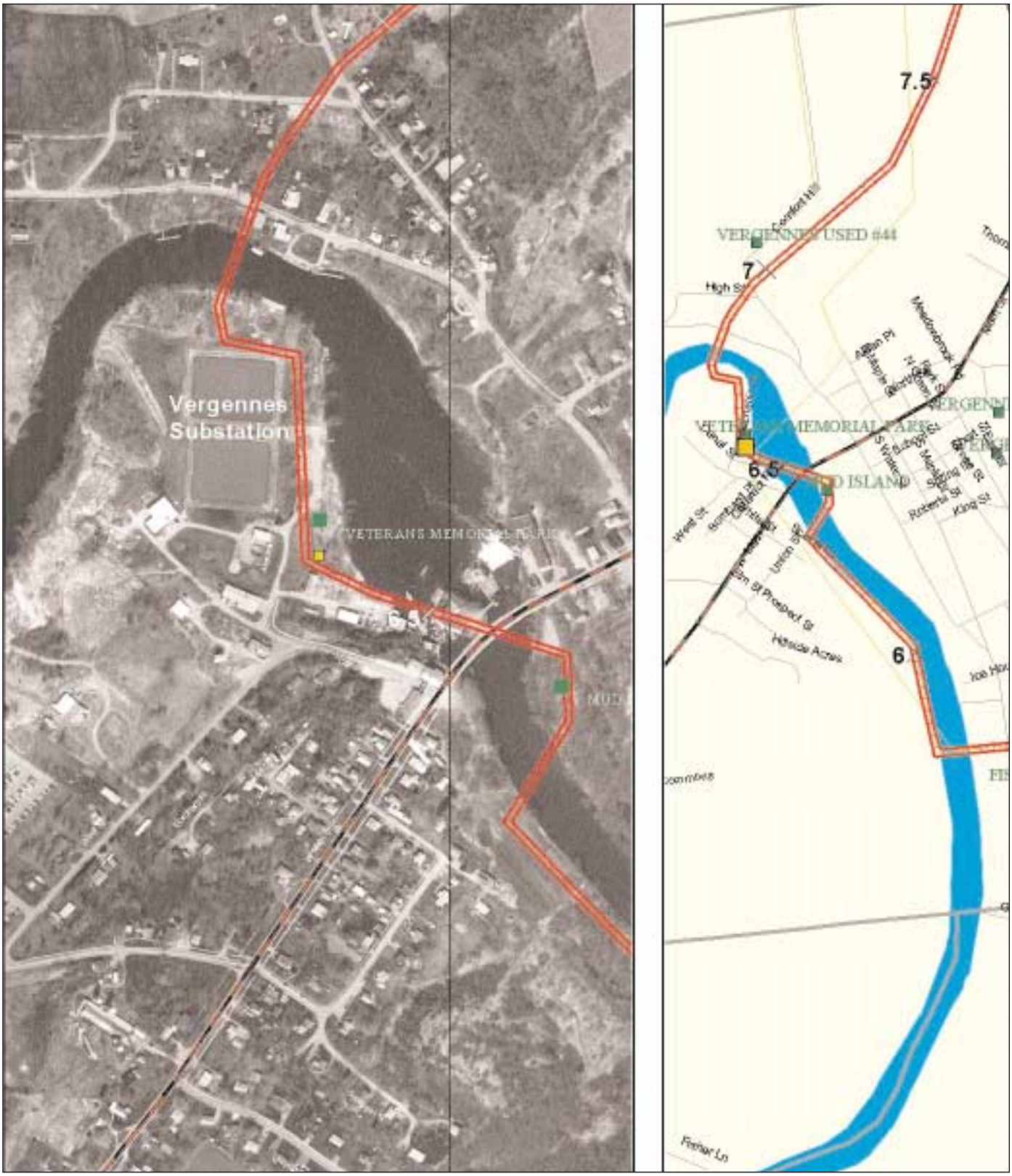
Another view of the transmission lines from South Maple Street. There is good vegetative screening at this point.

Mile 5.7

A view from residences off of South Maple Street., looking west at the transmission lines as they run along the west side of the Otter Creek.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 6.2

A view of the transmission lines crossing through the backyards of residences along Scovel Street, southwest of the Otter Creek and Main Street. The lines run close to homes at this point.

Mile 6.4

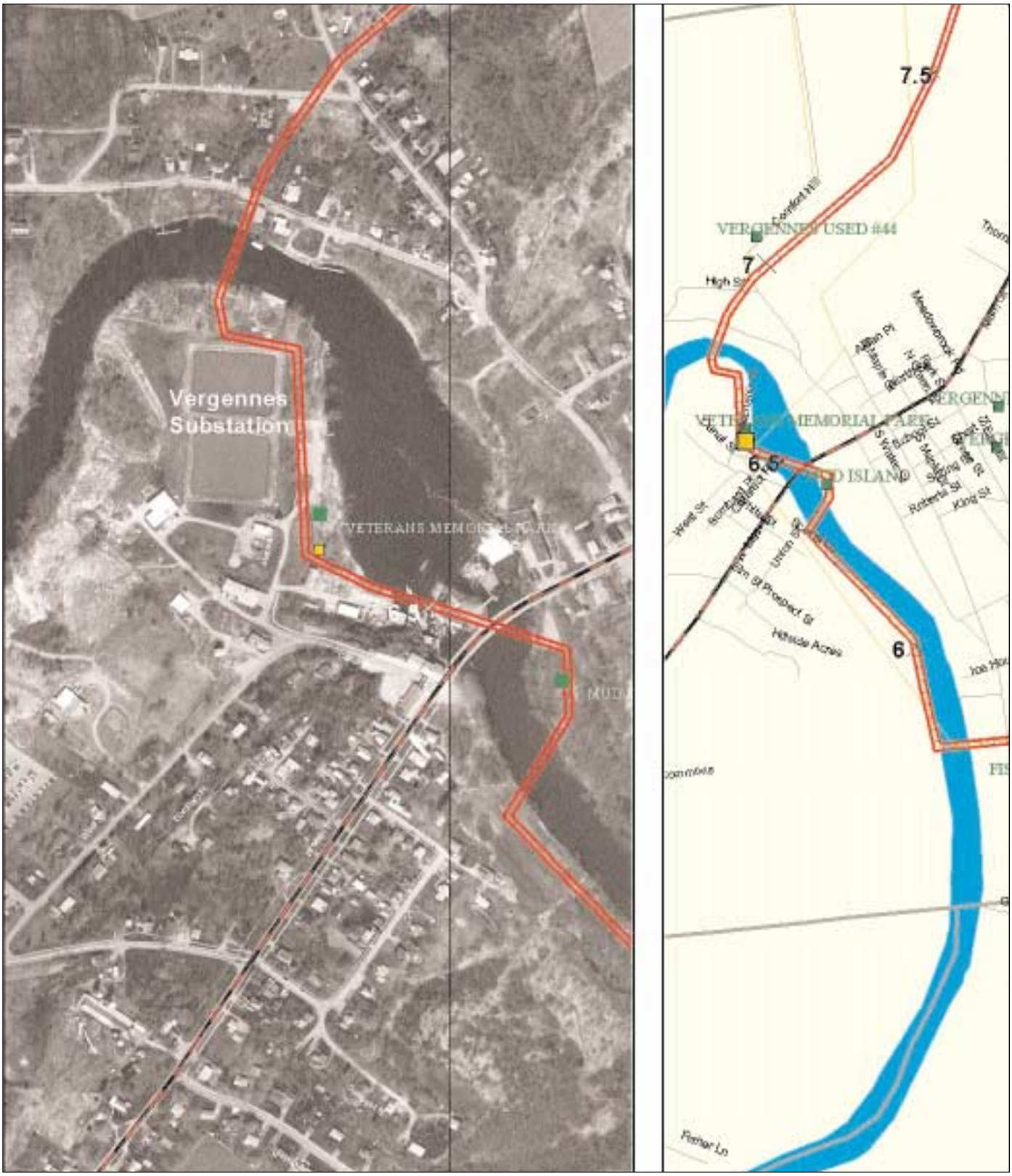
Views of the transmission lines from the southeast of Main Street, as they run along the banks of Otter Creek.

Mile 6.4

A view of the transmission lines crossing over the Main Street (22A) bridge over Otter Creek in downtown Vergennes. Photo taken looking north from the east side of the Otter Creek.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 6.4

A view of the transmission lines from the northern banks of Otter Creek, across the creek from Scovel Street., watching the lines run along the creek's southern banks. Note that the pole height already exceeds tree-line. An increase in height would be noticeable.

Mile 6.4

Note the existing transmission and distribution poles on and in the vicinity of the bridge.

Mile 6.4

View of the pole on the Island where the Grist Mill and another building are located. The proposed pole height here will increase from 50 feet (pictured) to 80 feet. There will be significant visual impact on historic structures. Photograph taken from below the island near the current substation.

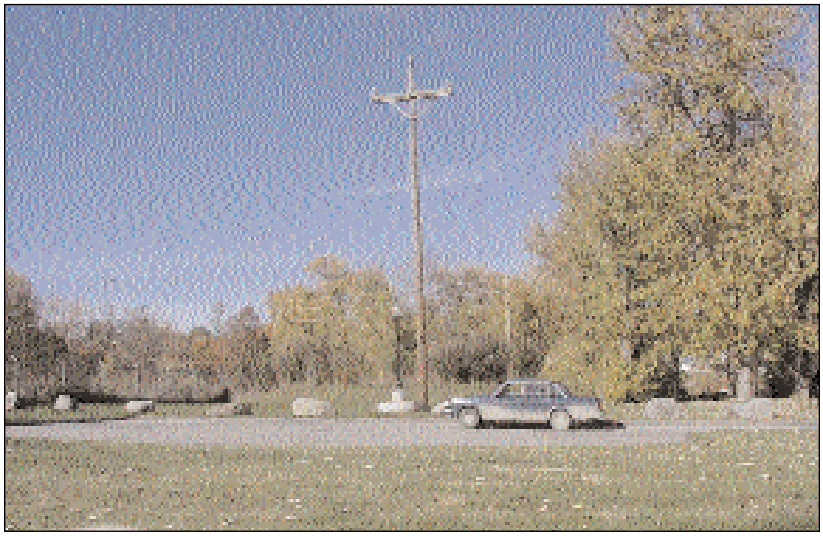
Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 6.5

Farther view of lines entering into the Vergennes Substation from substation driveway.



Mile 6.6

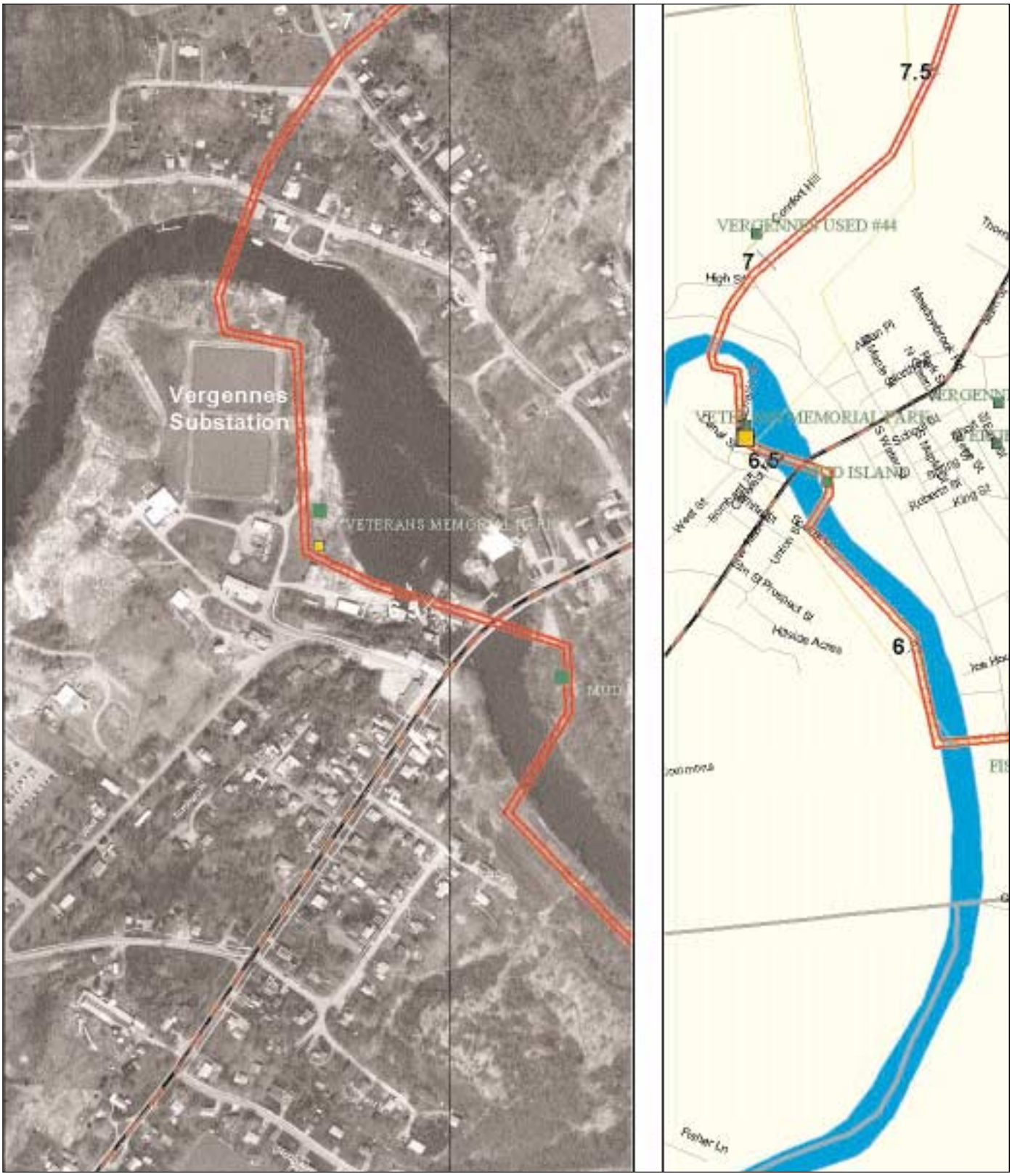
A view of the transmission lines from Mechanics Lane, near Green Mountain Power Substation #9, near where the transmission lines cross back over Otter Creek to the southern bank.

Mile 6.6

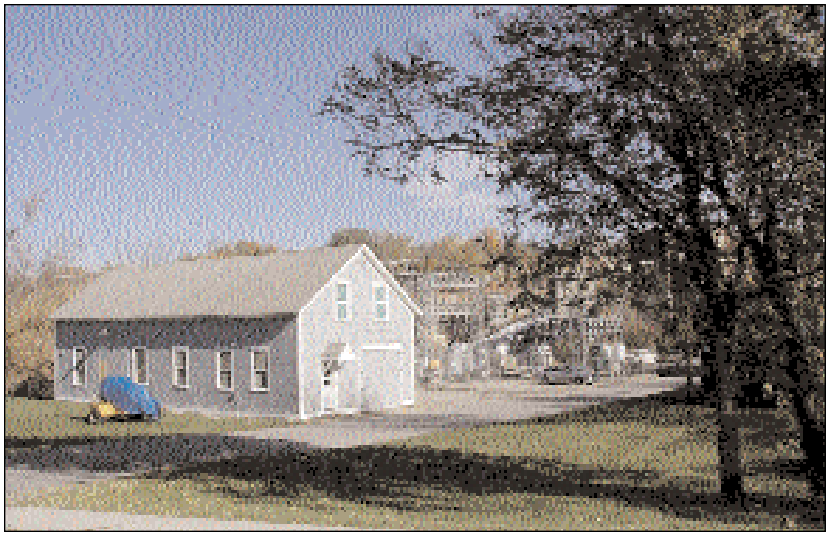
Lines run through Veteran's Memorial Park and a recreation area near the Vergennes substation. Note the scale of the existing towers relative to the lightposts. The increase in tower height will be from 35 feet (pictured) to 61 feet. With the increased size of the substation and pole height, there is an increased adverse impact.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*



Mile 6.6

A view of the transmission lines as they run beside the Vergennes Substation, before they cross back over to the northern side of the creek by the bridge.

Mile 6.7

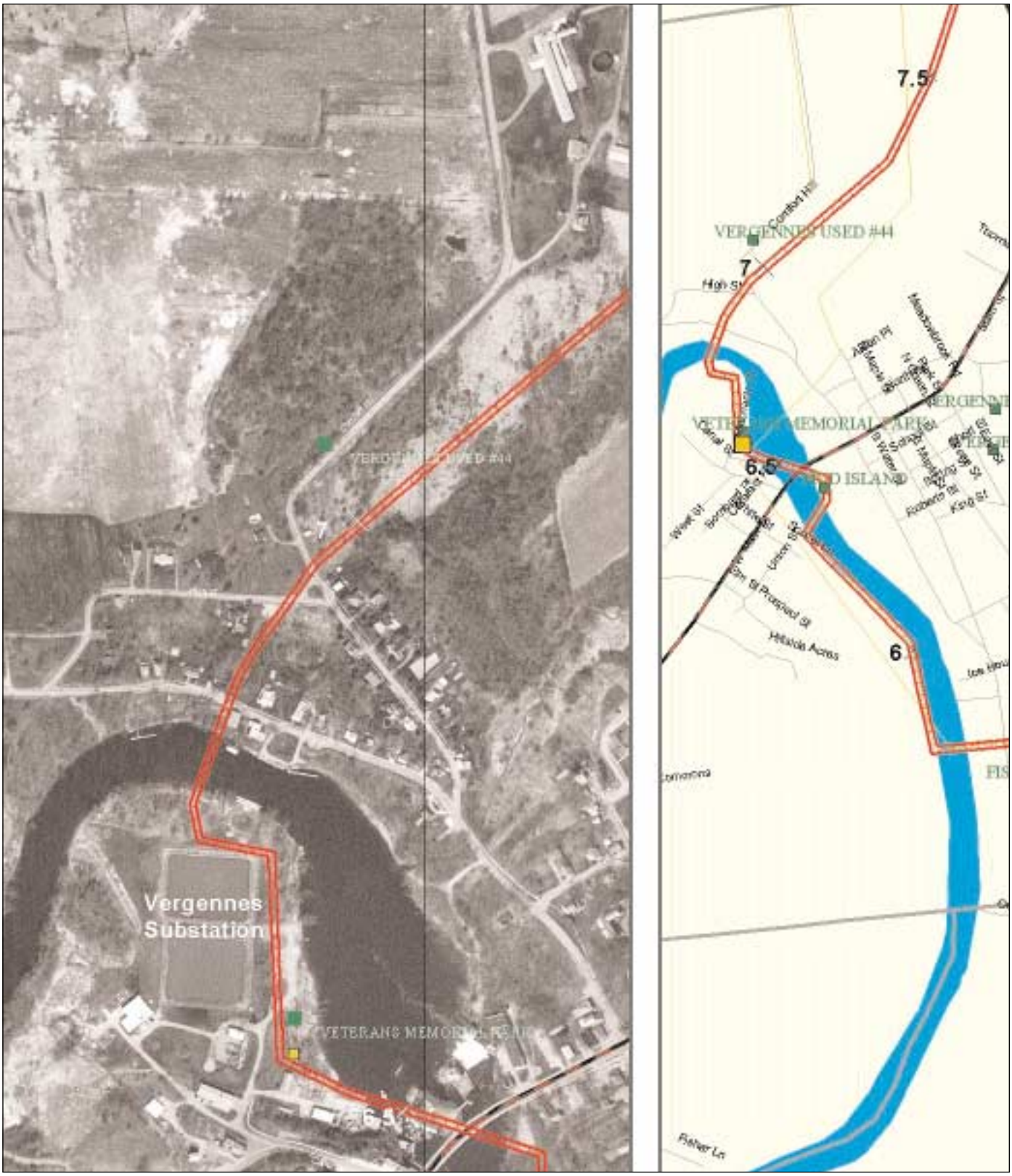
A view of the transmission lines entering Vergennes, near the Otter Creek. This view from a park next to the Vergennes Substation shows an aesthetically sensitive area along the waterfront.

Mile 6.8

A view looking south over the Otter Creek at the transmission lines, standing from MacDonough Street, as the lines cross over to the southern side of the creek. Vegetation currently helps to “absorb” the pole.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 6.8

A view looking north from MacDonough Drive, where the lines cut through the neighborhood.

Mile 6.9

The Route heading to Comfort Hill Road. The proposed route does not follow the existing 34.5kV line at this point to Botsford Road. It cuts across fields to the railroad corridor.

Mile 6.9

Existing poles along Comfort Hill Road. Placing new poles in the open field will adversely impact open space. This is a transition point to a more densely settled area in Vergennes to the south. When taken as a whole all the way through to Mile 7.4, significant impacts are possible to the character of the area which will result in an adverse determination. This is because currently the impact of existing lines will be significantly increased with additional height and clearing.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 9.3

A view of the existing 34.5kV lines from Little Chicago Road. Note that the proposed lines are not at this site but are slightly up the road at the Railroad crossing, which will be an improvement.

Mile 9.3

View south from Little Chicago Road. These are existing transmission lines crossing Little Chicago Road. Along Avery Road and Tuppers' Crossing, the lines are very exposed, running about 12 feet away from the road. Note that the proposed route for the 115kV upgrade would not follow this route, which will be an improvement.

Mile 9.3

A view of the existing transmission lines from Little Chicago Road as they join the railroad tracks. A new corridor here will result in a loss of the treeline which is very thin. There are potential impacts to the creek. Although the visual quality of this site is not outstanding, the visual impacts of increased utility line interference will be adverse.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 10.5 approx

A view of the transmission lines as seen from a development off of Round Barn Farm Road.

Mile 11

A view of the transmission lines running along the railroad tracks at the intersection of State Forest Road and Greenbush Road. The existing vegetation provides needed screening and must be retained with the tower upgrade.

Mile 12 approx

A view of transmission lines running parallel to the railroad tracks from Greenbush Road. Note that the treeline does not sufficiently hide the silhouette of the existing lines. Higher poles as proposed will have a greater impact.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 12.7

View of transmission lines as they run through the Ferrisburgh Substation at Long Point Road, parallel to the railroad tracks. There is no existing screening of the substation. The clutter of poles compromise a potentially scenic road corridor, and there will be an adverse impact to surrounding aesthetic areas here with higher poles and the substation expansion.

Mile 12.7

View of transmission lines crossing Long Point Road again, this time looking north. Additional clearing will in the buffer zone will be an issue. This is a very scenic field and a sensitive area.

Mile 13.5

The alignment from Mile 7.4 to 7.8 follows a treeline where vegetation should be maintained. Overall, the line corridor alignment along the railroad right of way is an improvement. However, there are aesthetically sensitive road crossings at Little Chicago Road and again at Long Point Road adjacent to the Ferrisburgh Substation, which with the higher poles and required clearings will result in an adverse impact.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 14.0 approx

View of transmission lines from Greenbush Road as they run parallel along railroad tracks. The deciduous buffer provides less-effective buffering/screening in the winter months. The tree height here is good in terms of matching the utility poles.

Mile 14.9

View of transmission lines from Thompson Point Road as they run along the railroad tracks. Pole placement is an issue here.

Mile 15.1

View of transmission lines from Greenbush Road, south of Ferry Road and north of Thompson Point Road.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 16.7

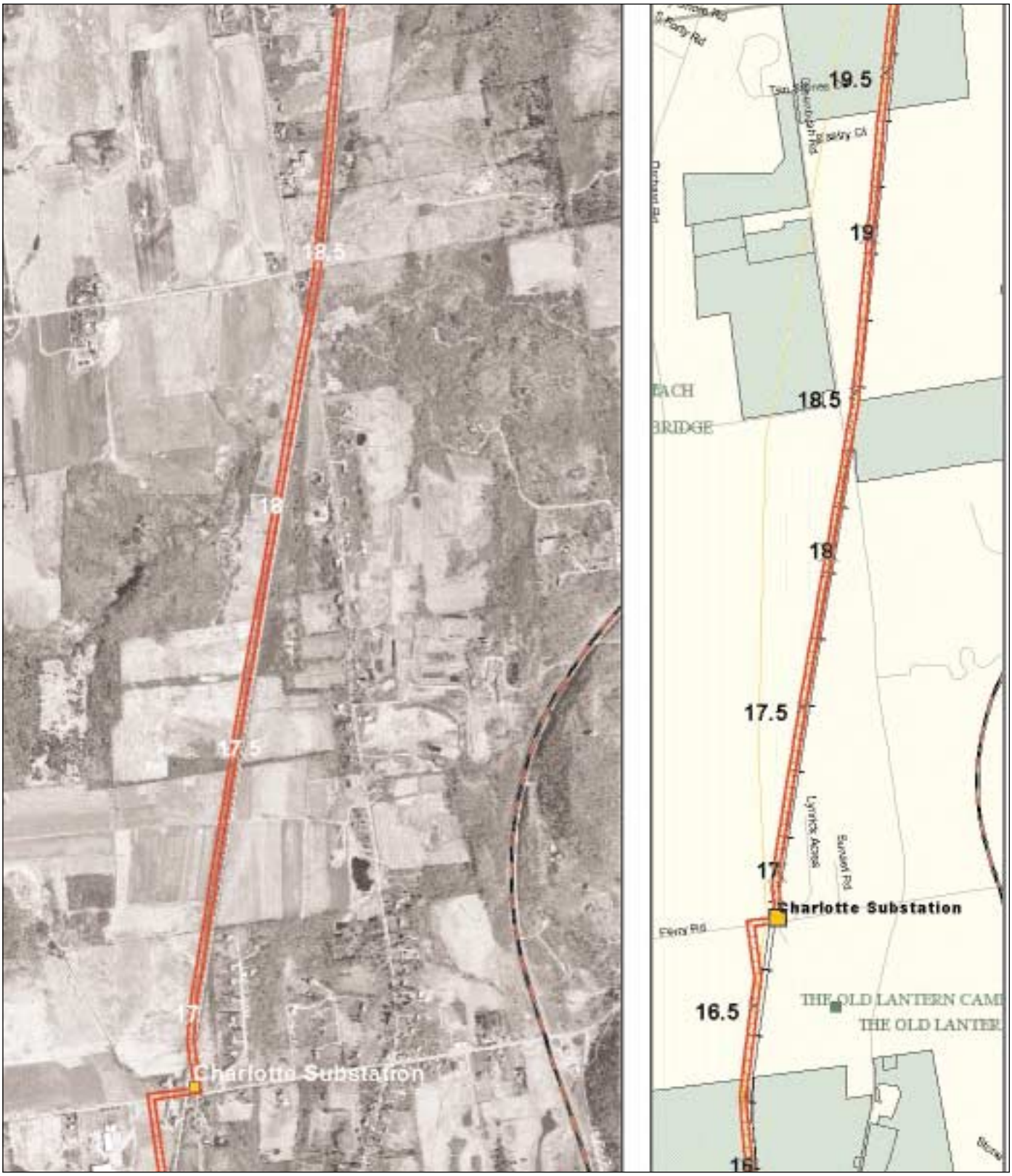
There is a sensitive area across Ferry Road at the Waldorf School - this is a problem, and an adverse impact will accrue. There is an increase in the height and the substation expansion, and there are associated impacts from clearing to the line adjacent to the Waldorf School and open space to the south.

Mile 16.8

The transmission lines crossing Ferry Road to the Charlotte Substation. Distribution lines also clutter the landscape.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 17.5 approx

View of transmission lines from Greenbush Road. Here, the lines are somewhat buffered in the view from the road by intervening homes and vegetation. However, depending on the viewer position the increased height of the proposed line will put the conductors across the mountain views, where today they are below.

Mile 18.3

The transmission lines shown crossing Greenbush Road alongside the railroad tracks. Note the presence of existing distribution lines that already clutter the existing landscape.

Mile 18.5

View of the transmission lines from Greenbush Road. They do not substantially interfere with or affect scenic views in this stretch.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 20.4

The transmission lines shown crossing Bostwick Road.

Mile 20.4

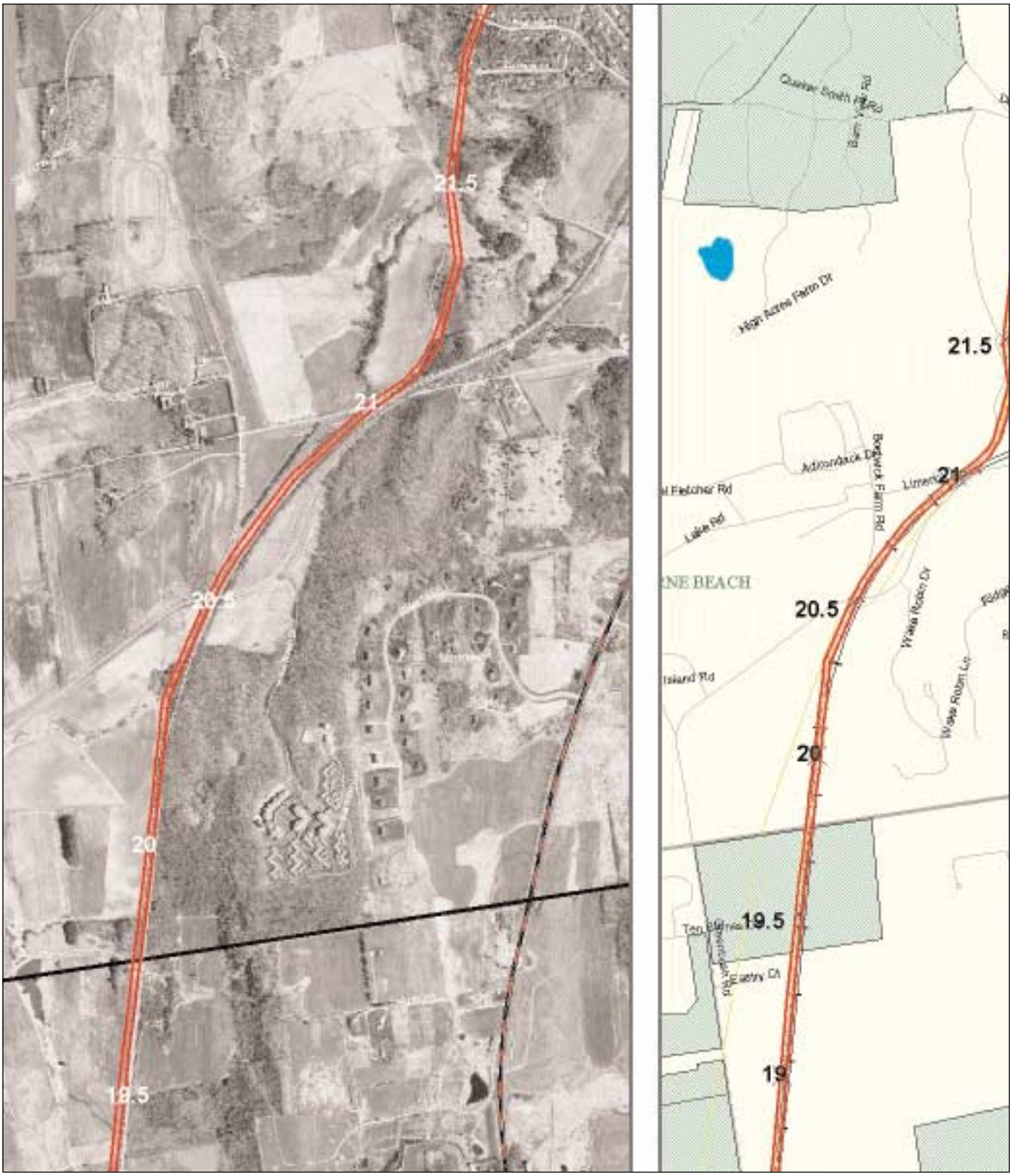
Along Bostwick Road the line is set behind a hedgerow. The structure behind the deciduous trees is not visible. It is well screened. This type of screening is important to sustain.

Mile 20.5

The transmission lines as viewed from North Bostwick Road. This is a highly scenic area, with views that constitute an entry point to pastoral landscape.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 20.5

The backdrop of treeline and low ridge is critical. The proposed line will not exceed height of backdrop.

Mile 20.6

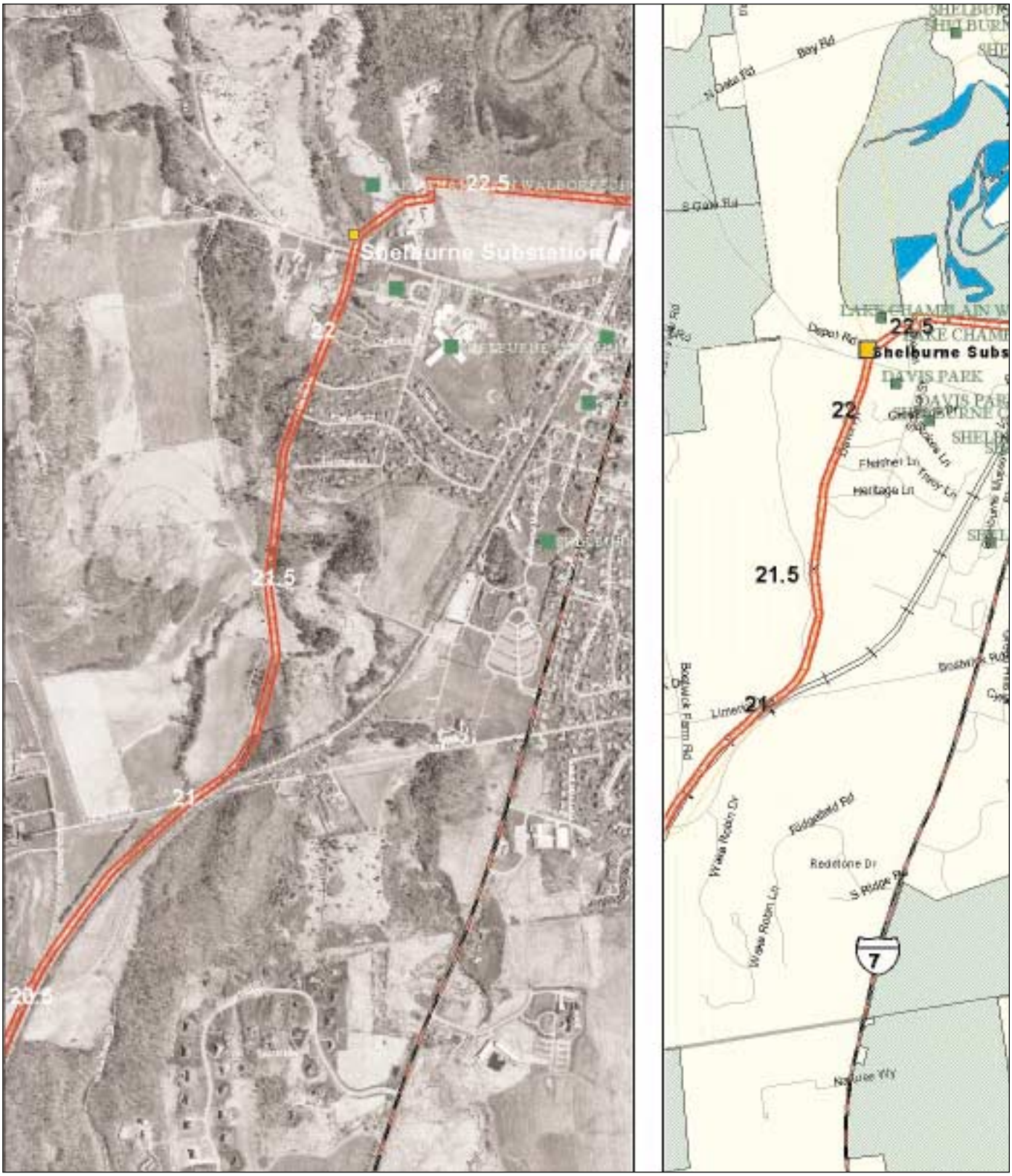
The lines viewed from Bostwick Road as they come to run parallel to the railroad tracks. From Mile 16 to this point the cumulative changes at crossings and in view of travelled roads, the rail line notwithstanding, will result in an adverse impact to the character of the area.

Mile 21.7

Lines along Fletcher Lane. This is an older, settled area, low existing poles, fairly well vegetated right up to poles. Added clearing will have a substantial impact.

Aerial Photograph Map and Location Map

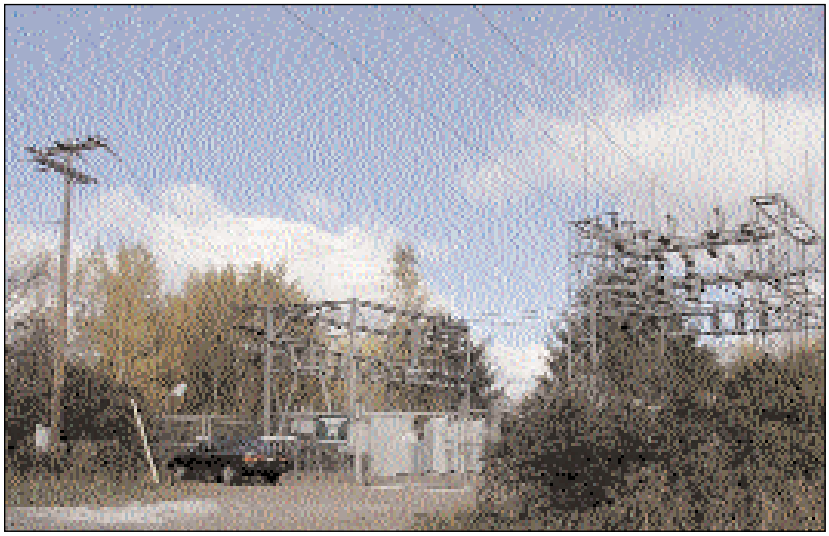
DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 21.7

Existing 34.5kV lines run visibly parallel along Fletcher Lane in Shelburne, with poles about 20 feet in height.



Mile 22.1

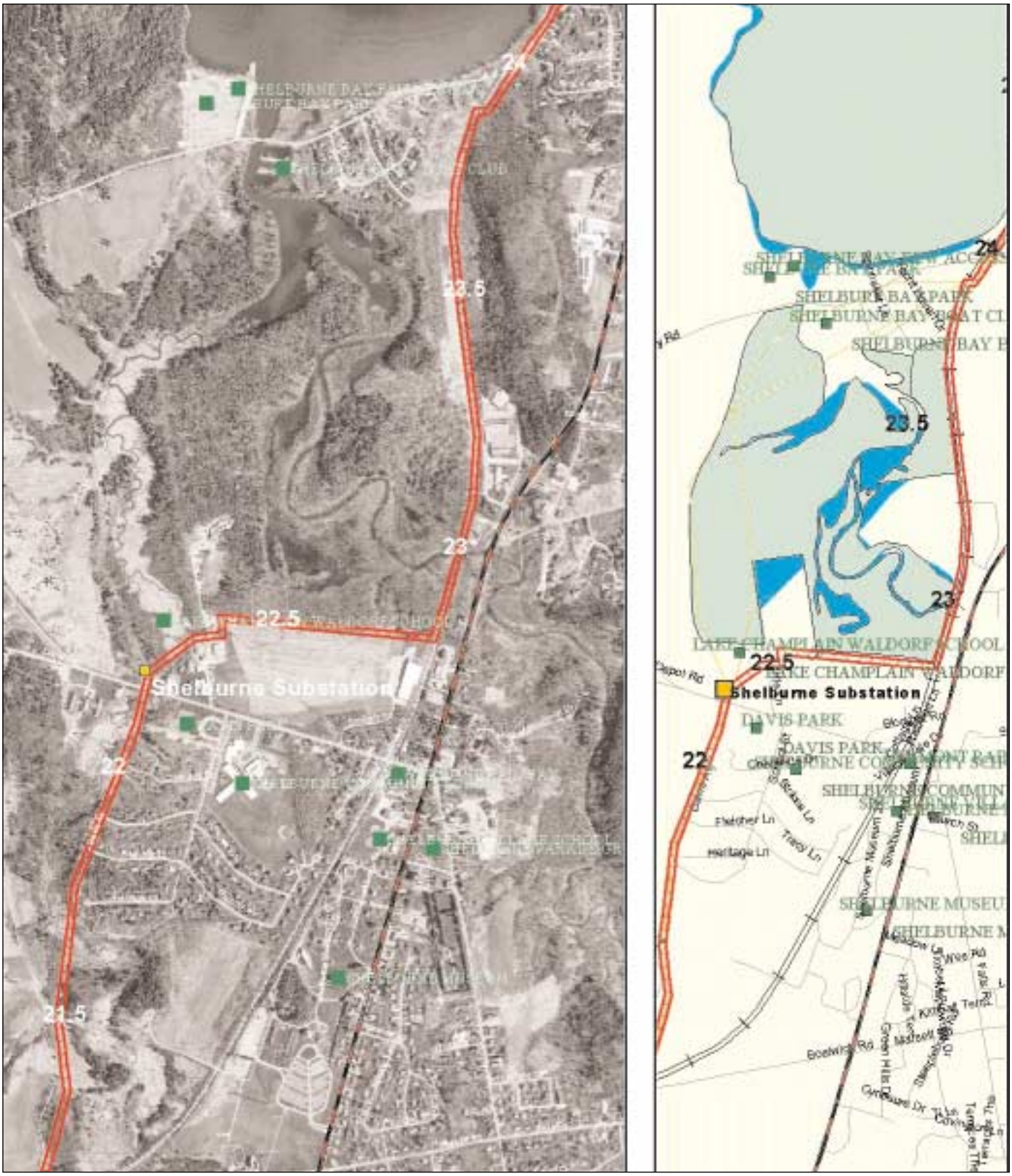
View of wires running through the Shelburne Substation. This area is fairly exposed.

Mile 22.2

The proposed 115kV route diverges from the existing 34.5kV lines and crosses through Turtle Lane and around the natural area.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 22.3

The 115kV lines will run parallel along Harbor Road in Shelburne. New poles will exceed the height of the treeline and thus have a potential visual impact. No line exists here currently.

Mile 22.5

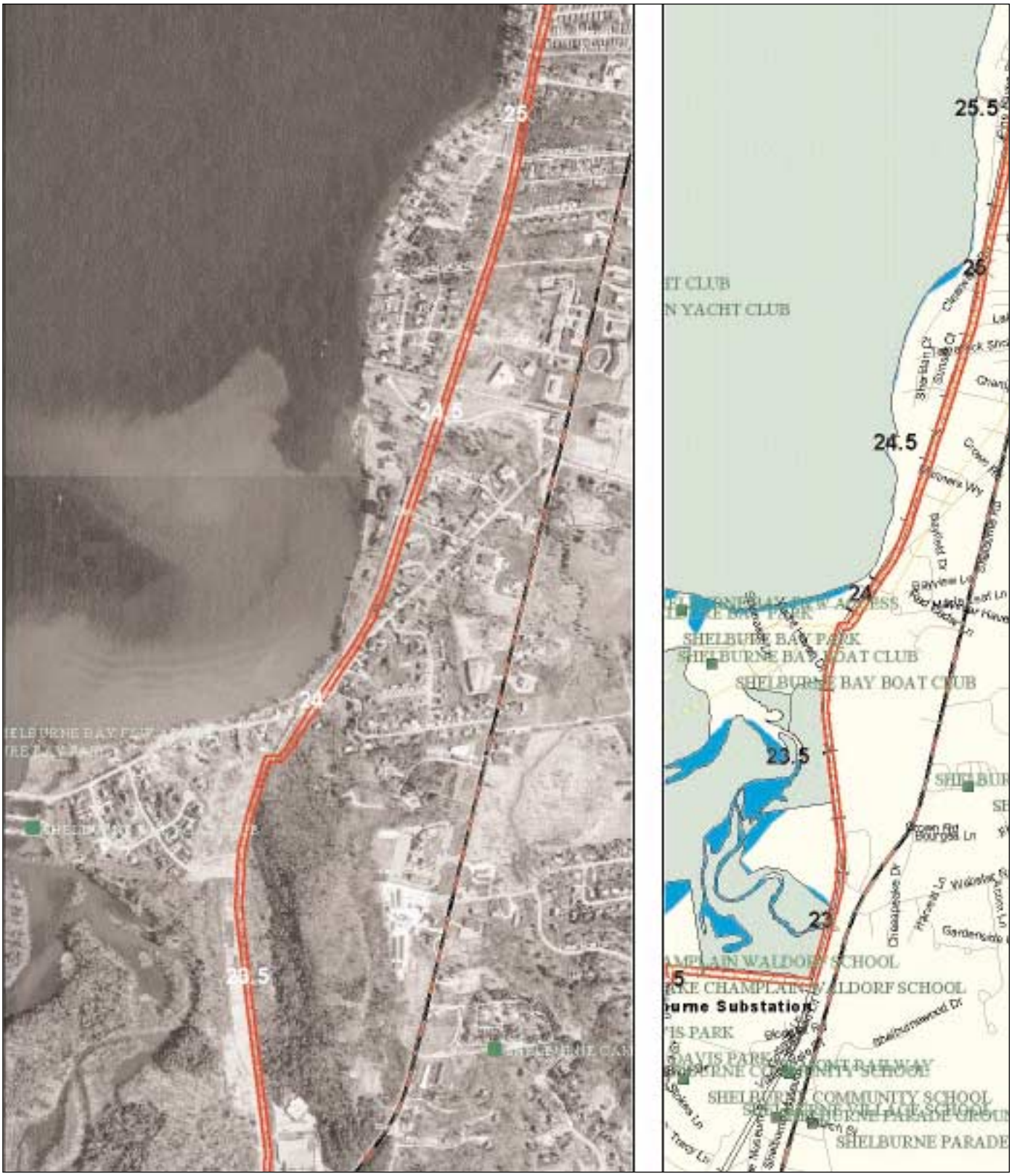
This is a sensitive area except for the area around Public Works Ballfield. The proposed towers here will exceed the height of the trees in the backdrop.

Mile 23.5

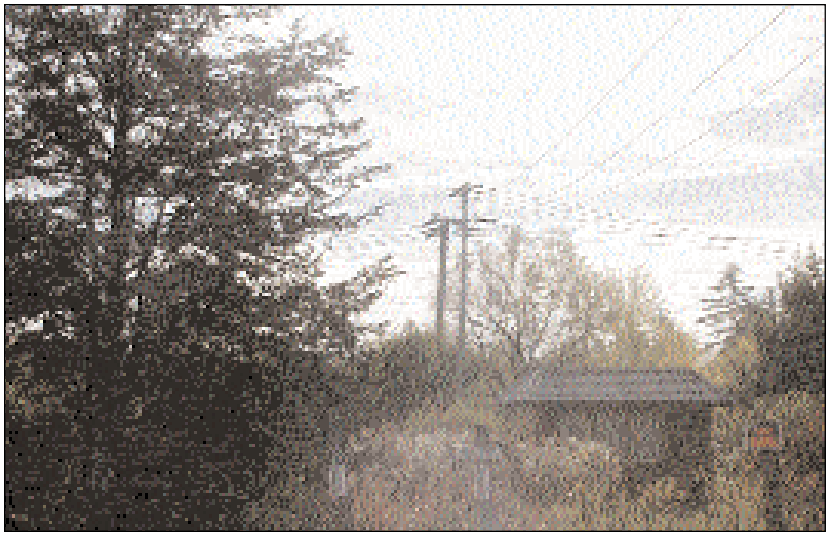
Looking South / Southeast at LaPlatte River access area. The proposed VELCO 115kV line does not follow this route.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*



Mile 23.5

The lines run along Nature Conservancy land; note the trail sign. Note that the proposed line does not follow this route.

Mile 24.0

Lines run tight along Bay Road. Existing distribution lines also present.

Mile 24.0

View of wires from 376 Bay Road. Note how the existing lines run about 10 feet from the house. There is no adequate pole screening and this will worsen with the increase in pole height, resulting in an adverse impact.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 24.2

A view of the transmission lines through the side yards of the Small Meadows condominium complex. Note how there is no buffer between the residences and the transmission lines. The change in pole height and size will add to the sense of presence of the lines, which will be a negative impact.

Mile 25.0

A view of the transmission lines from Penny Lane, located just north of Windmill Bay Road. This residential street terminates with this view. There is a minimal evergreen buffer hiding the lines from view. The increased height will result in an adverse impact to the area.

Mile 25.2

View from Lake Champlain of the existing transmission line towers visible from beyond the vegetation line. Our understanding is that this pole height here will not be increased.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 25.3

A view of the transmission lines from the Shelburne Bay Assisted Living Development.

Mile 25.5

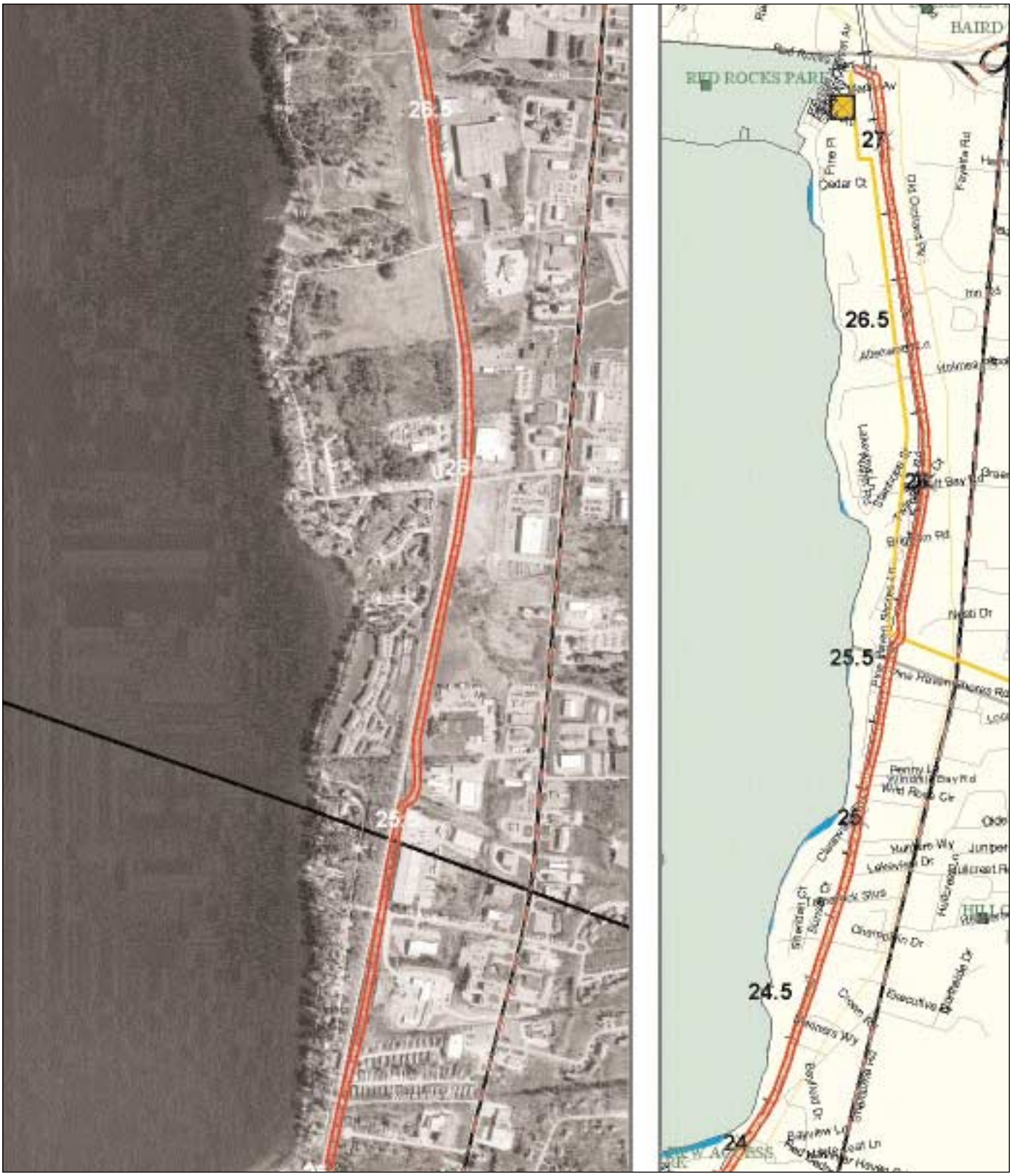
View of the lines from “The Landings” condominiums.The condominiums are in close proximity to the transmission line, and the necessity to clear more trees to make room for the upgrade, result in an adverse impact.

Mile 25.5

A view of the transmission lines near “The Landings” condominiums. Note the condominiums close proximity to the line. There is a weak buffer on the left, and no buffer on the right.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 25.9

A view of a 115kV transmission line next to the existing 34.5kV line route, looking south from behind the Magic Hat Brewery. Note the scale of the lines and the steel towers compared to the Champlain Flyer in view.

Mile 26.0

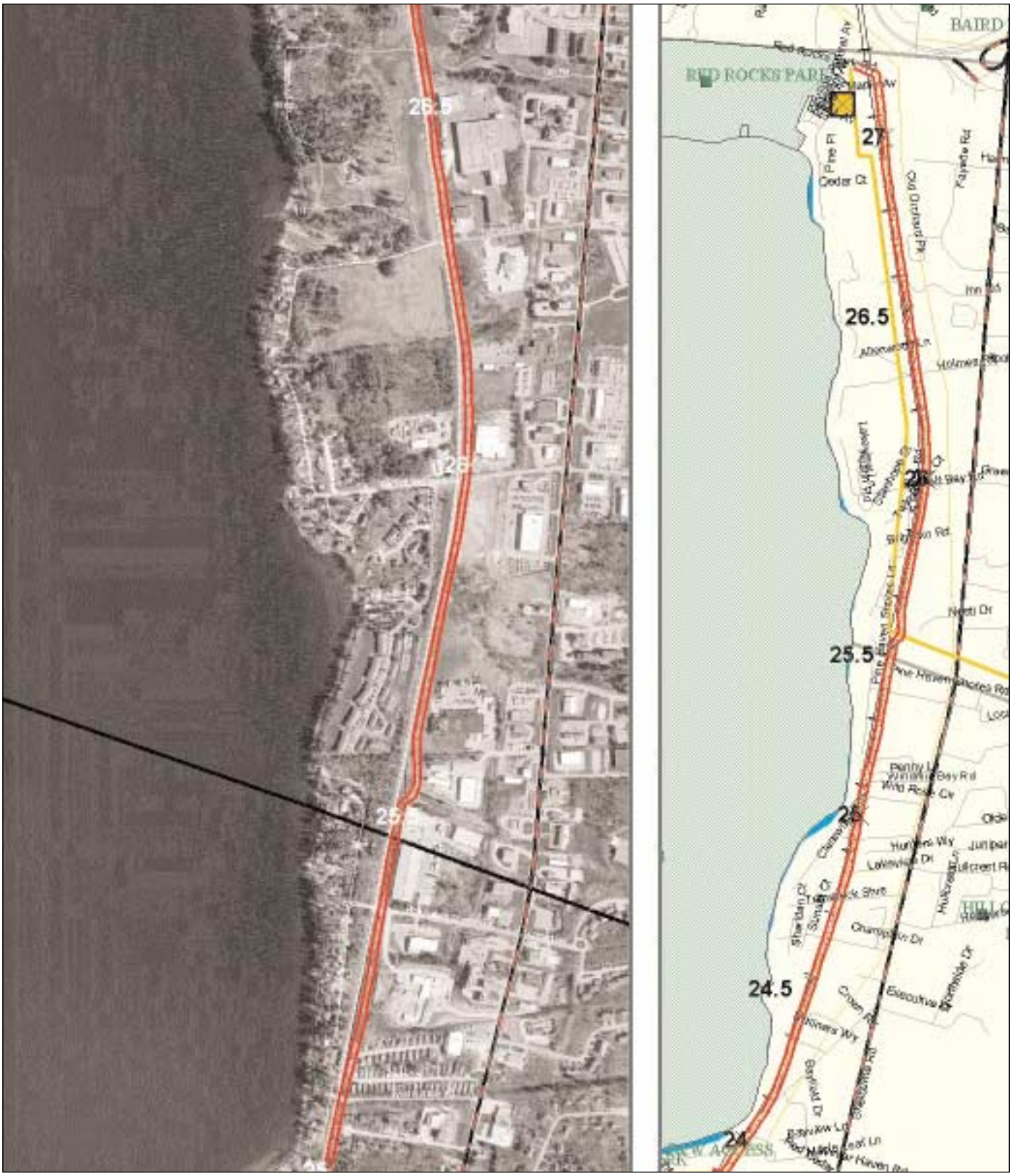
A view of the existing dual corridor of transmission lines from the Dodge dealership on Route 7. The existing tall tower will be duplicated with the new proposed 115kV upgrade.

Mile 26.0

View of the transmission lines from the Dodge dealership on Route 7.

Aerial Photograph Map and Location Map

DPS-DR-1



Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 26.1

View of the transmission lines from Holmes Road.

Mile 26.1

View of the transmission lines from across the meadow from Holmes Road.

Mile 26.2

View of the transmission lines as they cross over Holmes Road at the railroad crossing.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 26.6

A slight view of the tops of the transmission lines from behind Olde Orchard Apartments.

Mile 26.6

View of the line looking south from the railroad corridor behind the Olde Orchard Apartments. Proposed 115kV line will replace line on the left side of photograph.

Mile 26.6

View of the transmission lines looking north from the railroad corridor behind the Olde Orchard Apartments. Proposed 115kV line will replace line on right side of photograph.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 26.6

View of the existing transmission lines looking south from behind the Olde Orchard Apartments. The proposed 115kV line will replace the existing transmission line on the left side of this photograph.

Mile 26.6

View of the transmission lines running along the railroad tracks from the Olde Orchard Apartments off of Inn Road. The lines follow the railroad corridor behind apartment complex. The new 115kV line will be placed on the side of the railroad tracks closest to the condominiums.

Mile 27.0

This line is screened in summer by deciduous trees. In winter the conditions change. Also, pole placement right at road edge and in a clear lawn area emphasizes the line presence. The higher lines will result in an adverse impact.

Aerial Photograph Map and Location Map

DPS-DR-1

Numbers on Map represent Mile Markers on the proposed 115kV line upgrade; Shaded areas represent Conserved Public and Private Lands; Proposed 115kV line shown in red. *GIS Data from VCGI and VELCO. Data is only as accurate as the original source. LandWorks does not guarantee accuracy of this data.*

Mile 27.1

Front view of the Green Mountain Power Queen City Substation, from the residential neighborhood on the north side of Queen City Park Road. Note the slight evergreen buffer along the road. The existing substation and its proposed expansion needs new screening.

Mile 27.1

At the GMP / Queen City substation. There are some residential uses fronting in this road.

Mile 27.1

Heavily travelled road in an industrial area abbuting Queen City Substation.

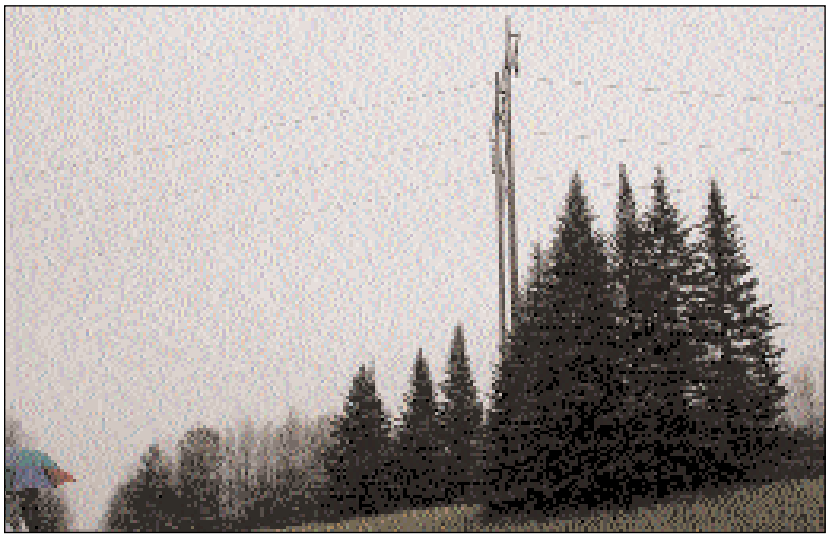
The Granite Substation will be expanded from 4.7 acres to 6 acres with the increased footprint expanding to the southwest. The additional structures will not be higher than the existing elements at approximately 65 feet. An existing screen of primarily deciduous vegetation will be lost with the new 02 acre footprint expansion and will increase the visibility of the substation for residents to the south on Baptist Street.

Mitigation Recommendations

A more dense and mixed height screen of plantings to the south and east is recommended. This may also reduce any noise from the substation. There are several residences where on-site screening on the private properties should also be considered to alleviate the increased visual impact of the substation. This is particularly the case with regard to the nearest residence where a hedgerow along the property line would be partially effective.

As this is an existing facility, and is part of the NRP project, the increase in size is almost double (up to 4.7 acres or an increase of 2 acres), and has an adverse visual impact. Mitigation is warranted. If implemented, these mitigation measures will satisfy this criterion, and will not result in an adverse, undue impact.

In the vicinity of the Granite Substation.



In the vicinity of the Granite Substation.

View looking from abutting property owners. With the exception and noise potential, the changes will have an adverse impact on the character of the area.